

BookletChart™

Sandusky Harbor

NOAA Chart 14845

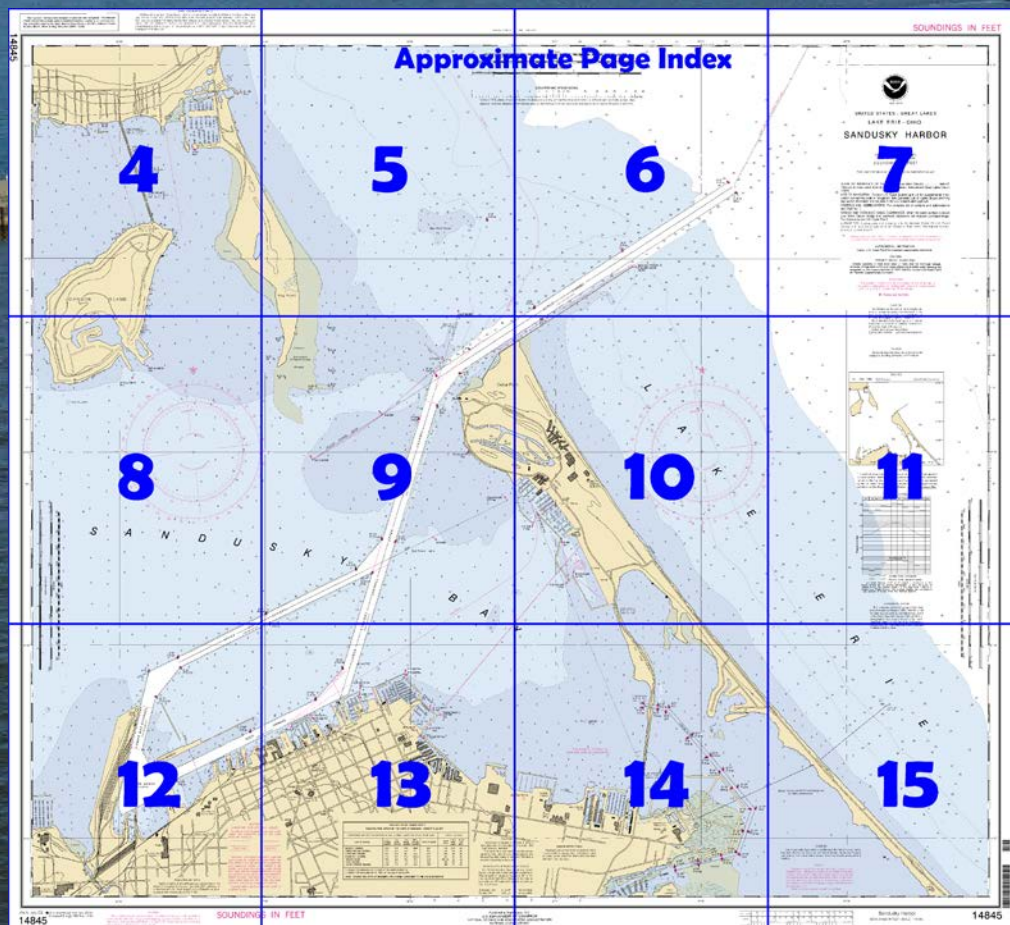


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14845>



(Selected Excerpts from Coast Pilot)

From Huron, the wooded shoreline trends NW for 9.7 miles to **Cedar Point** (41°29.5'N., 82°41.3'W.), the SE entrance point to Sandusky Bay. In this stretch, deep water is about 0.9 to 1.2 miles off except at Cedar Point where the shallow depths widen to 1.5 miles.

Sandusky Harbor, serving the city of **Sandusky, Ohio**, is in the SE part of Sandusky Bay about 50 miles W of Cleveland. The harbor is a major shipping

point for coal. Sand, gypsum, and fish are also handled. The harbor is an excellent natural harbor of refuge for small craft.

A large amusement park on Cedar Point, brightly lighted at night, is conspicuous. The most prominent object in the park is the 330-foot observation tower on the E side of Cedar Point, 0.9 mile from the N extremity.

Sandusky Harbor Breakwater Light (41°30.0'N., 82°40.5'W.), 30 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of the jetty that extends NE from Cedar Point. A fog signal is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged entrance channel that leads SW from deep water in the lake along the NW side of a jetty extending NE from Cedar Point. Inside Cedar Point, the channel turns SSW across Sandusky Bay. About midway across the bay, the channel divides with the deeper channel leading W then S along a deep-draft wharf to a turning basin at the SW corner of the harbor. The shallower channel continues SSW to a channel leading W along the Sandusky docks to the turning basin.

The dredged channels are marked by lighted and unlighted buoys and lighted ranges. The lighted clock tower of the Erie County Courthouse is prominent on the line of 017° Inner Range which marks Upper and Lower Straight

Federal project depths are 26 feet in Moseley Channel, 25 feet in the Upper Straight Channel and Upper Bay Channel, 24 feet in Lower Bay Channel and the turning basin, 22 feet in Dock Channel, and 21 feet in Lower Straight Channel.

It is the recommendation of the Lake Carriers' Association that, at the junction of the straight channel and the bay channel, the master of an outbound vessel should slow down if necessary to avoid meeting vessels at the intersection. This recommendation should not be construed as relieving the inbound vessel of the obligation to exercise due caution in approaching the intersection.

A **speed limit** of 10 mph (8.7 knots) is enforced in Sandusky Harbor. (See **33 CFR 162.155 and 207.560**, chapter 2, for regulations.)

Sandusky Harbor has several marinas, the largest on the W side of Cedar Point. In 1977, the reported controlling depth in the entrance and basin of this marina was 11 feet. However, there are lesser depths in the approach to the marina. Gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, marine supplies, hull, engine and electronic repairs, a 50-ton travel lift, and a launching ramp are available. Other facilities are along the S side of Sandusky Harbor. A small-craft basin is behind the ConRail fill 0.75 mile ENE of the courthouse clock tower.

Anchorage.—A special anchorage is in a basin on the E side of Sandusky Bay about 1.3 miles SE of the entrance. (See **33 CFR 110.1 and 110.83a**, chapter 2, for limits and regulations.)

Dangers.—In 1977, it was reported that the jetty extending NE from Cedar Point is partially submerged during periodic high water conditions.

Caution.—A submarine cable crosses the inner end of Moseley Channel; vessels are cautioned not to drag anchor in this area.

Fluctuations of water level.—In addition to the fluctuations of level that affect Lake Erie somewhat uniformly, strong winds produce abnormal fluctuations in Sandusky Bay. In combination with prevailing high or low water, these abnormal fluctuations may reach a maximum effect of 6 feet above or 2½ feet below Low Water Datum.

Harbor Regulations.—A **speed limit** of 10 mph (8.7 knots) is enforced in Sandusky Harbor. (See **33 CFR 162.155 and 207.560**, chapter 2, for regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

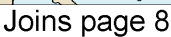
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

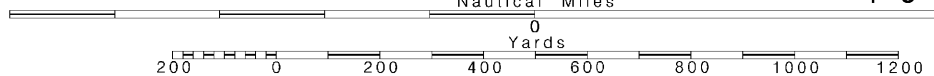
These volumes are available online at <http://www.navcen.uscg.gov>



4

Printed at reduced scale.

See Note on page 5.



Joins page 5

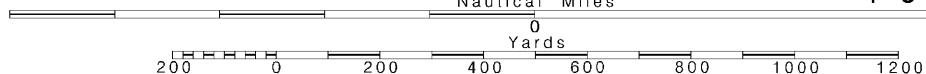
Joins page 10

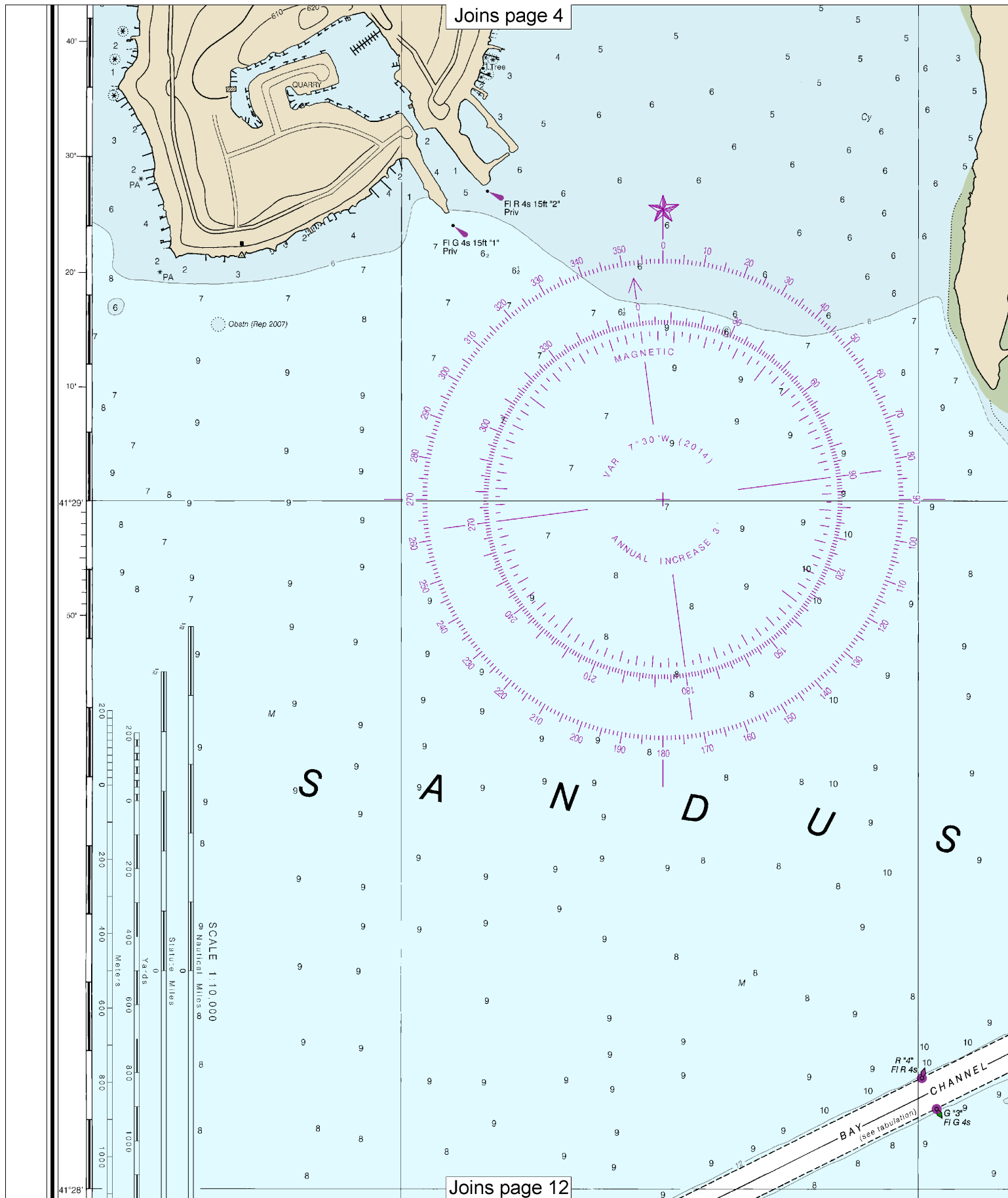
Printed at reduced scale. — ~~SCALE 1:10,000~~ —
Nautical Miles

See Note on page 5.

6

Note: Chart grid lines are aligned with true north.





8

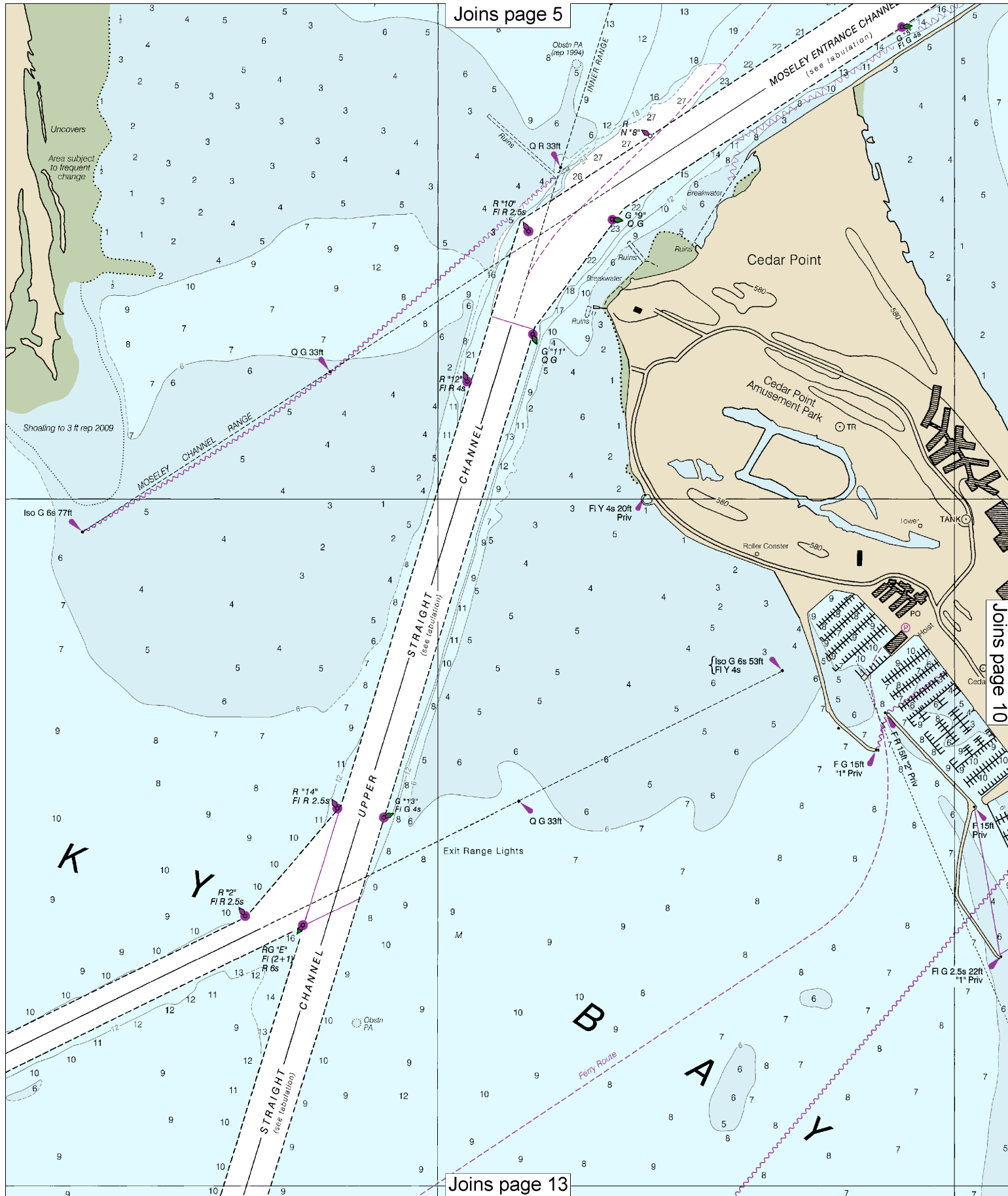
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

Yards
200 0 200 400 600 800 1000 1200





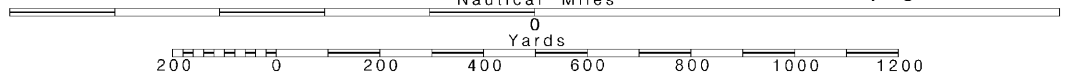
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

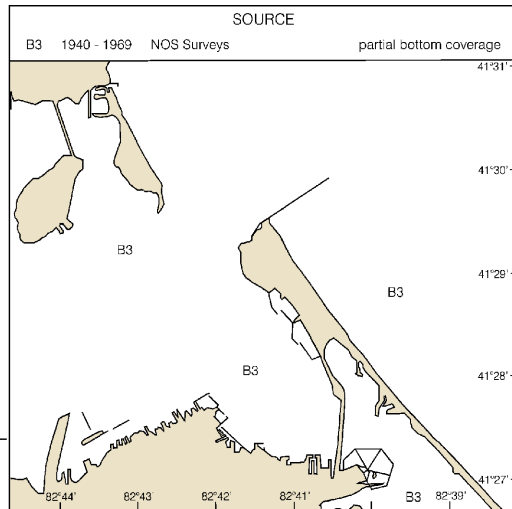
SCALE 1:10,000

See Note on page 5.

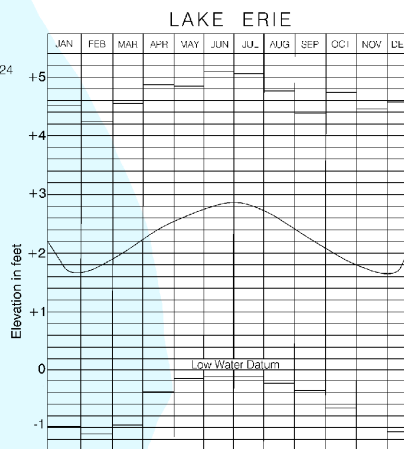


CAUTION
 Information on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) ◌ (Approximate location)

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



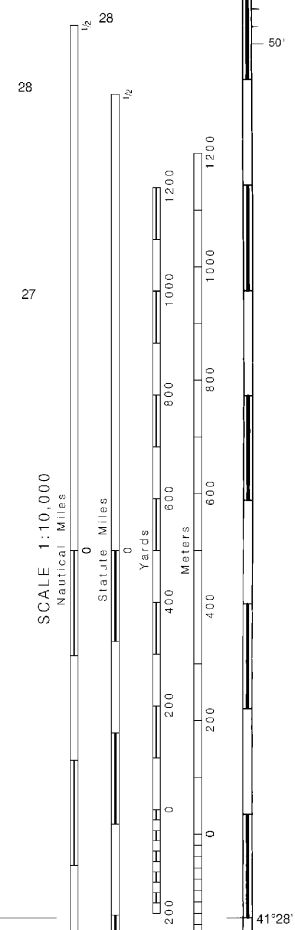
SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

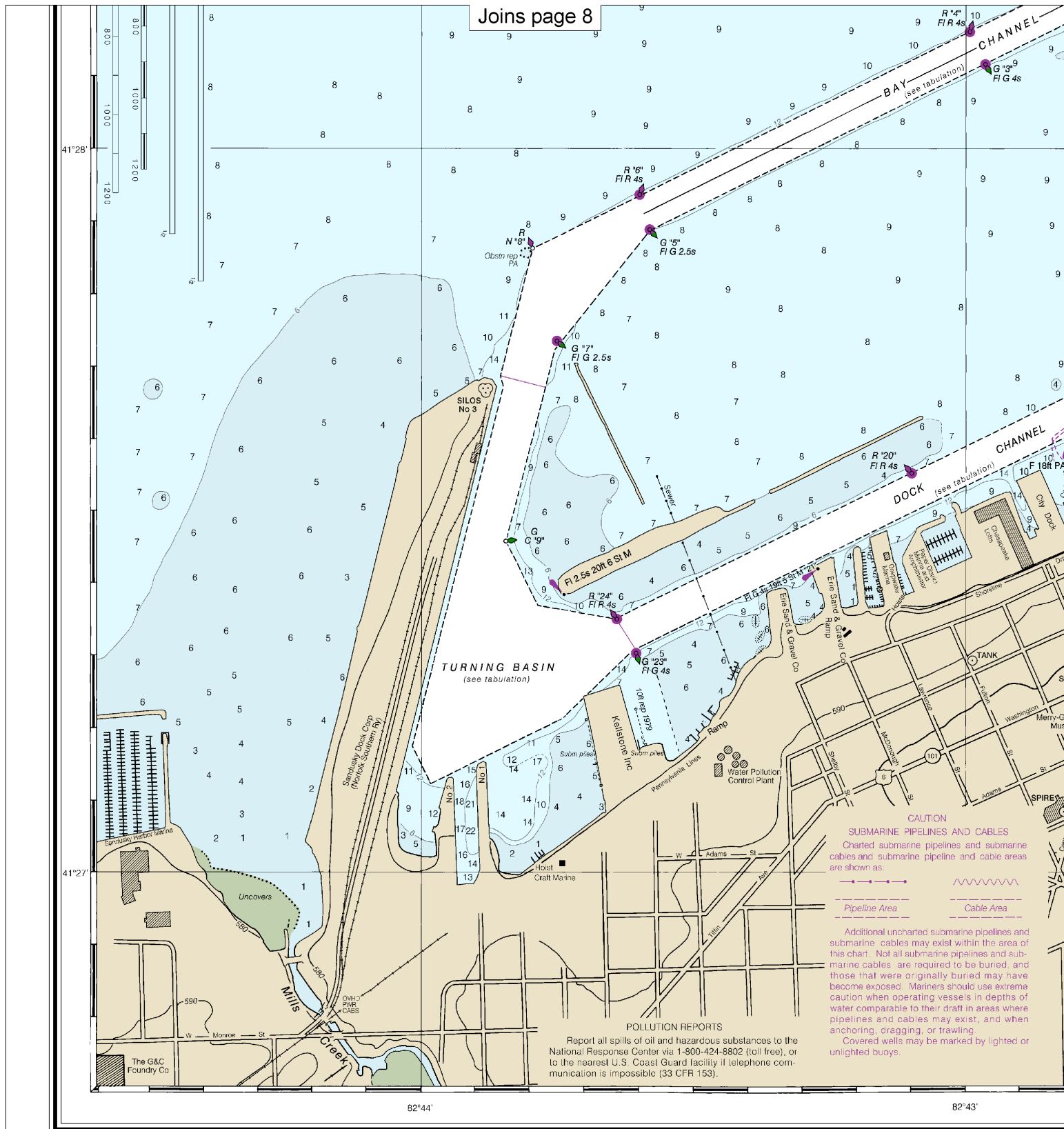


Average levels (2006-2015)
 Extreme Levels (period of record)
 Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.187' northward and 0.341' eastward to agree with this chart.





28th Ed., Mar. 2014

14845

Last Correction: 12/23/2015. Cleared through:
 LNM: 2616 (6/28/2016), NM: 2716 (7/2/2016), CHS: 0516 (5/27/2016)

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at naucharts.noaa.gov.

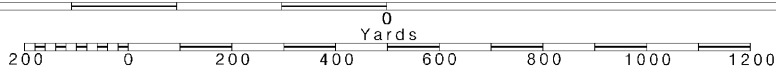
SOUNDINGS II

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



SANDUSKY HARBOR CHANNEL DEPTHS									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2015									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)	
MOSELEY CHANNEL	25.4	26.0	24.2	21.3	9-15	400	6000 a	26	
MOSELEY ENTRANCE CHANNEL	17.1	21.8	22.0	15.0	9-15	400 c	8000	26	
UPPER STRAIGHT CHANNEL	15.1	21.3	22.3	8.1	9-15	400 o	5500	25	
BAY CHANNEL	17.7	19.0	19.0	15.0	9-15	300 o	9000	25	
TURNING BASIN	15.8	14.7	14.7	13.1	9-15	300-1500	300-1500 b	24	
DOCK CHANNEL	12.2	12.4	12.4	12.6	9-15	300 o	5800	22	
LOWER STRAIGHT CHANNEL	12.0	13.2	12.6	11.5	9-15	400 o	4200	21	

a. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
b. IRREGULARLY SHAPED; SEE PROJECT CONDITION DRAWINGS
c. CHANNEL WIDTH SUITABLY WIDENED AT TURNS
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

MARINER ACTIVATED SOUND SIGNAL
SANDUSKY HARBOR BREAKWATER LIGHT -
(MPRASS) Horn is activated by keying mic 5 times
on VHF-FM Ch 83A.

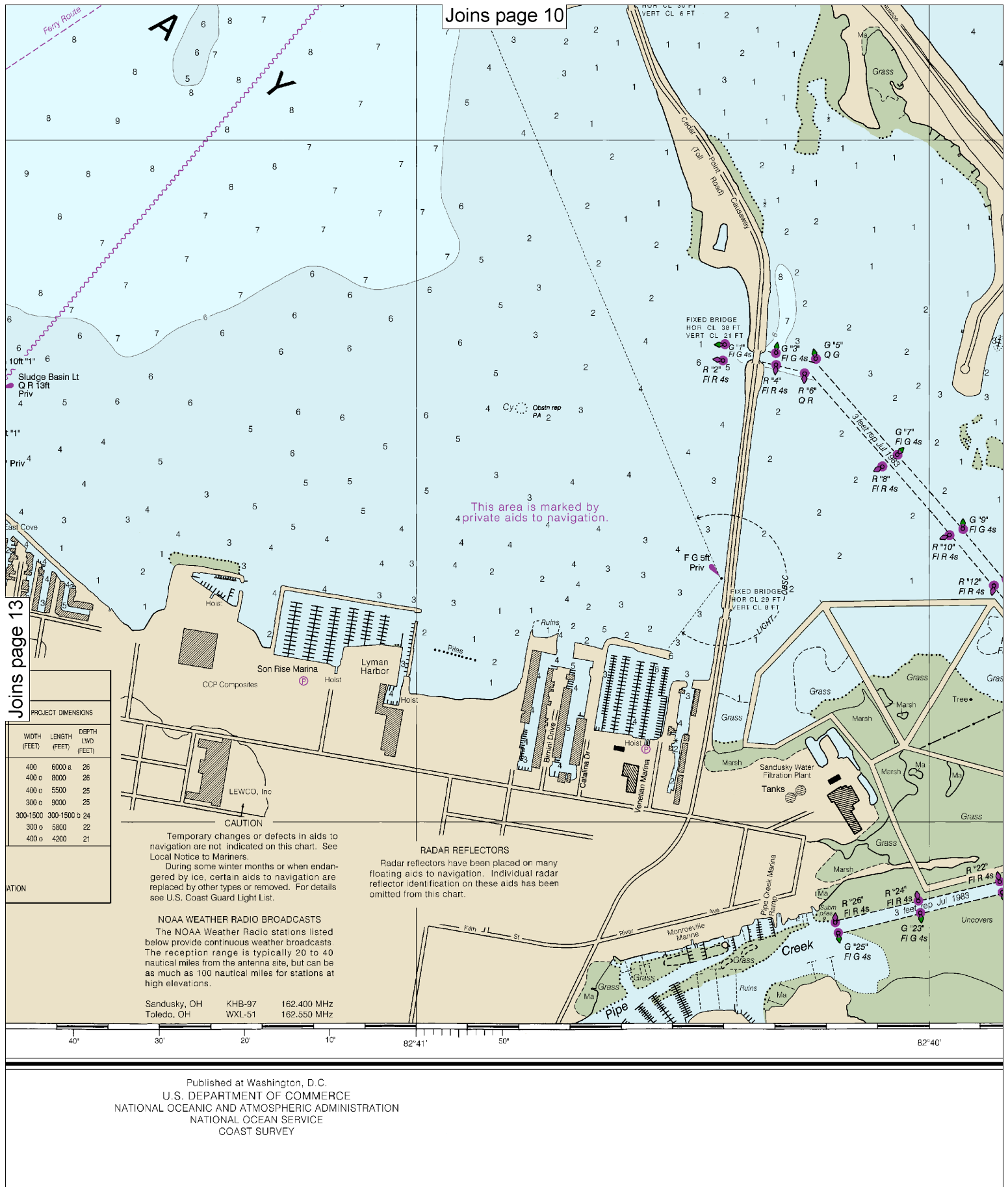
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

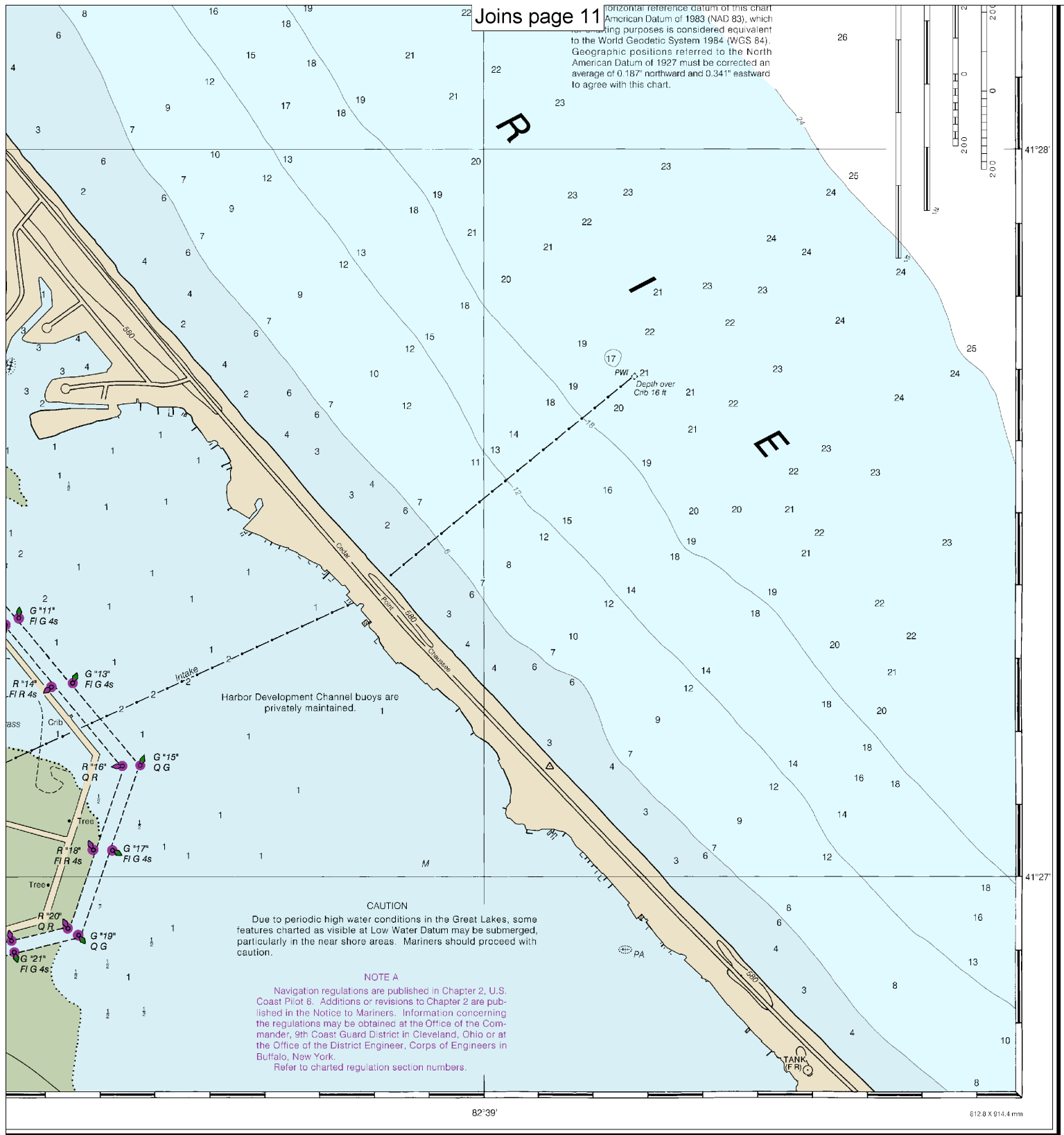
Sandusky, OH KHB-97 162.400 MHz
Toledo, OH WXL-51 162.550 MHz

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

N FEET



horizontal reference datum of this chart is the American Datum of 1983 (NAD 83), which for plotting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.18" northward and 0.341" eastward to agree with this chart.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Sandusky Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

14845



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.